

SOUTH PRODUCTION NOTES

October 16, 2014
7-3 Shift

BASF EMPLOYEES
7 Last Recordable
473 Last Lost Time

Priorities 1 through 10 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/#3 P&S Dryer/#3RC/CTO
- 2) West Pfaudler
- 3) Reduction Towers
- 4) Reduction Tower Screeners
- 5) South PK
- 6) #1 Line
- 7) #2 Line/#2RC
- 8) #5 RC
- 9) #4 RC, Change over for the X-052 trial – cleaning instructions on Dennis Lucas' desk
- 10) Horne Tableting
- 11) Abbe/#6RC

#1 MED / AI-4190:

Down due to mixer coupling.

Midnight shift: Down until mixer coupling gets fixed.

Day shift:

Afternoon shift: Coupling worked on, but still not fixed

#1 RC / Maintenance work:

Down-Work scheduled on calciner the weeks of 9/22 and 9/29.

Midnight shift: Down

Day shift: Down

Afternoon shift: Down

Exhaust to

#2 MED line / Cu-0860:

Continue and add the wet mix from the cart. Use only one scoop of dry ice to clean out the barrel. Also, we will be using Cu 3818 lot 484 in powder room.

Midnight shift: Continued.

Day Shift:

Afternoon Shift:

#2 RC/ Cu 0360:

Continue after conferring with engineer. Feed rate was double what the MOD says to run at.

Midnight Shift: Stopped the feed at around 2 am. Although surface areas were good, the feed rate was about 700# per hour and drums were coming off every 10 minutes. The rest of the bags of feed were brought down from building 24.

Day Shift:

Afternoon shift:

Exhaust to CTO

#3 Dryer/ D-1795:

Continue to feed buggies as they become available.

Midnight Shift: Continued.

Day shift:

Afternoon Shift:

#3 RC / D-1795:

Continue on. Keep feed rate @ 625 Lbs/Hr.

Midnight shift: Continued. Feed rate in the high 600's.

Day shift:

Afternoon Shift:

Exhaust to CTO

New Pfaudler / Zr-0405 is next.:

Acid wash completed. Maintenance to be performed Thursday.

Midnight shift: Acid wash was unloaded and rinsed. Looks pretty good.

Day shift:

Afternoon Shift: Acid wash was started. Will need to be emptied on midnight shift.

6 Tank /:

Tank has acid wash in it.

Midnight Shift: Monitored tank.

Day Shift:

Afternoon shift: Acid and water is in the tank.

National Dryer:

No activity. Will be using in 2-3 weeks.

Midnight Shift: No change.

Day shift:

Afternoon Shift:

#4 RC / X-052:

Calciner-crown set at 400 degrees with 50 cfm purge air-K Kaput.

Midnight Shift: Calciner is lit and on hold to restart at 8 am Thursday morning.

Day shift:

Afternoon Shift: Drums were repacked.

Exhaust to 4A DC

#5 RC / Cu-3818:

Could not relight calciner due to Callihan having calciner locked out. When we are back and running, continue to feed Phibro Tech Cu Carb (not World Metals). W.O.W. for inspection of the 5A roto-lock (possibly worn paddles). (RS 9/8/14) – When run is complete.

Midnight Shift: Down. On hold.

Day shift: Taking locks off and will try lighting this morning. Need to test the vac-u-max system, may need to modify the feed hopper (raise the upper level).

Afternoon shift:

Exhaust to 5A DC

Abbe Blender / 5206:

ONLY run Abbe on off shifts and weekends. (Need approx. 66 more batches)

Midnight shift: No activity.

Day shift: Hold

Afternoon Shift:

#6 RC / D-5206

Down until we get feed built up. Continue when we have feed and can run the Abbe.

Midnight shift: Down for sly scrubber repairs. Will need to confer with maintenance on the status of the repair.

Day Shift: Still down, working on Sly scrubber (dryer down). Ameriwave may be needed again to suck out/clean out.

Afternoon shift:

Exhaust to Sly Scrubber

Tower 3/Cu 0860 loading:

Loaded and running.

Midnight Shift: Running.

Day shift: Continue

Afternoon shift:

Tower 6 / Cu-1230:

Continue. Loaded with the first load of Cu-1230.

Midnight Shift: Loaded and running.

Day shift: Apaprox 1.5 days, then 0860

Afternoon shift:

North Screener /DPT-101:

Continue to run.

Midnight shift: Continued to screen.

Day shift:

Afternoon shift: Operator pulled for repack.

South Screener / Cu 1230:

Continue when material available from tower 6 unload.

Midnight shift:

Day shift:

Afternoon Shift:

#2662 (west) Pill Machine / Al-3915 T 5/32:

Midnight shift: Continued on.

Day Shift:

Afternoon shift: Down due to manpower.

#2664 (east) Pill Machine / Al-3915 T 5/32:

Need an electrician to address faults.

Midnight shift: Down due to electrical issues. Emergency stop fault.

Day shift:

Afternoon shift:

Old Pfaudler / D-1795:

Continue. NEED 4 BATCHES PER DAY

Midnight Shift: Continued.

Day Shift:

Afternoon shift:

7 Tank AMT:

Tank made on afternoon shift. Keep between 25 and 35. Thermocouple that was installed was annihilated, probably by the agitator. This may cause a line pluggage in the future.

Midnight Shift: Continue to monitor tank.

Day Shift: AMT tank made late Wednesday, continue to monitor

Afternoon shift: Made a tank and made a batch.

PK Blender/Al Na Selexorb:

Continue to make the selexorb. Do not blow down the dust collector. Do not make batches if the DP on the dust collector is not in range. Be sure to clean the dust collector clean out ports.

Midnight Shift: Continued.

Day shift:

Afternoon shift:

TK #2 / V-2046:

On hold.

Midnight shift: Continued loading and washed down the Bi mill.

Day Shift:

Afternoon shift: Began loading.

TK #4 / Cu 0540 next (Sterotex screening for now):

This kiln is off.

Midnight shift:

Day Shift:

Afternoon shift:

Harrop Kiln / Al 3920/Al-4190 Next:

Continue to load and unload and assist screener operator.

Midnight shift: Continued.

Day Shift:

Afternoon shift: Continued.

Building 27 Belt Filter / Cu 6081:

No activity.

Midnight shift: No change.

Day shift: No activity until J Lewis notifies us. Start up next week?

Afternoon Shift:

For the weekend AMMONIUM METATUNGSTATE is in the rail shed. Versal 250 is in shipping and in the rail shed. Cu 1230 for the towers is in the pole barn. Catapal B for the AL 3915 pill mix will be on the truck in our dock 3. The D 1795 can be put on the

truck in our dock 2 and when it is full start loading dock 1. There is a full pallet of 120 bags on the 1st floor and 114 bags are in the rail shed. There will be a bunch of empty super sack due in Monday.